GRUMMAN
plane news

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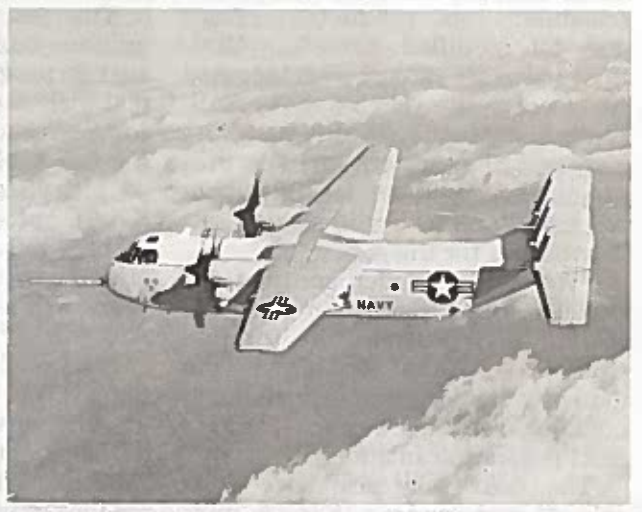
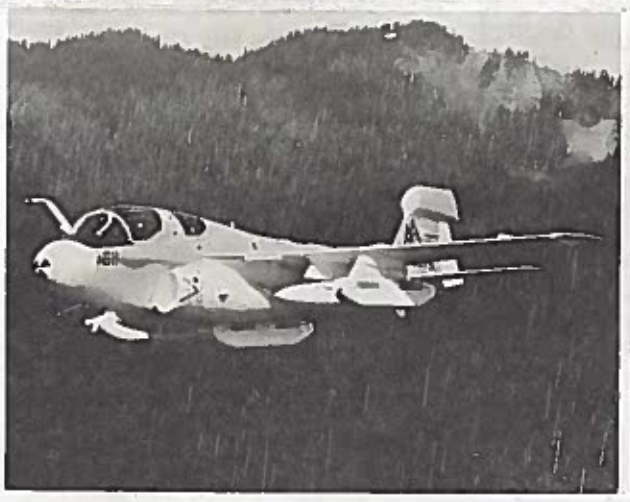
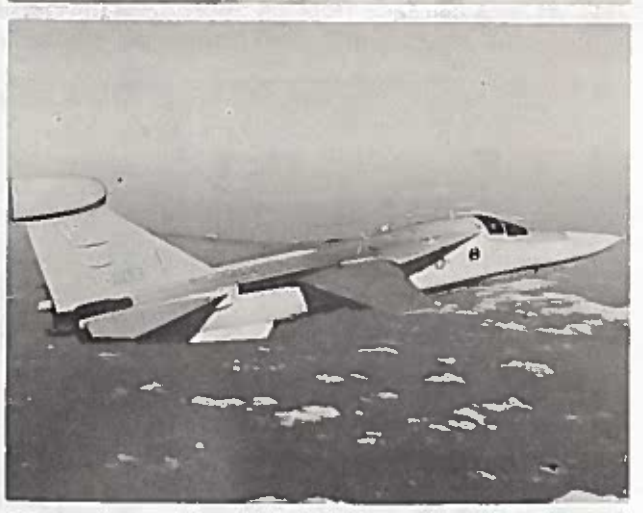
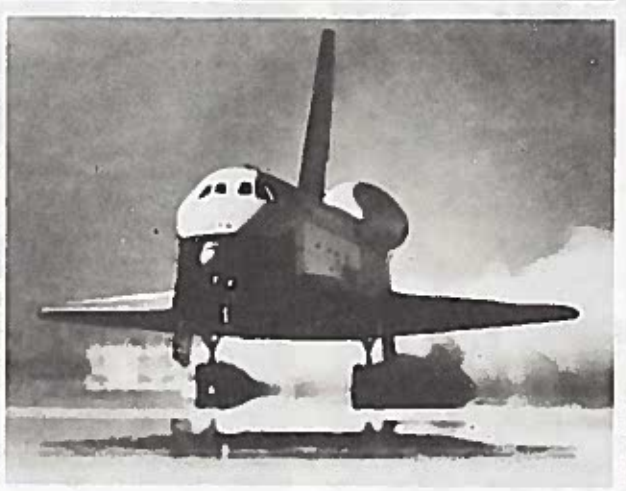








GAC in '82: right on target

-pg. 2

1982 in review: dynamic growth for Aerospace

If companies made New Year's resolutions, Grumman Aerospace would have to search hard to find things to improve for 1983. A brief look at the major programs shows that the company stayed on the course it set for itself in the beginning of the year.

Third quarter operating results, released last month, showed that overall Aerospace sales increased by $190 million and operating profits rose by $15 million over the same period in 1981.

Here's how the year shaped up for the major programs.

A-6/KA-6D. Grumman delivered 56 Intruders to the Navy, all on schedule: six production planes and 50 modified aircraft. Modified aircraft are being adapted to accept the High-Speed Anti-Radiation Missile (HARM) and the Harpoon all-weather, anti-ship missile. The company is under contract to develop additional weapons capabilities for the A-6.

"We're also under contract for configuration definition of the A-6F," says program director Dan Collins. "We're looking at upgraded weapons systems, radar, and cockpit instrumentation for the next generation Intruder."

The A-6F may also have short takeoff and landing (STOL) capabilities; the Navy could give Grumman a contract for an A-6 STOL demonstrator in early 1983.

The year also brought a $23-million contract for the KA-6D tanker program. The pact covers material and non-recurring costs for conversion of eight A-6Es to KA-6D tankers, and for overhaul of eight existing KA-6Ds. Total KA-6D program cost is expected to be $300 million for work on 89 aircraft over the next eight years. Work will be done at Grumman St. Augustine.

Says Collins of the 2,000-plus people on both programs, "It's a solid team with excellent experience, and the proof is in the product. Without their cooperation we couldn't do so much here as get a letter written."

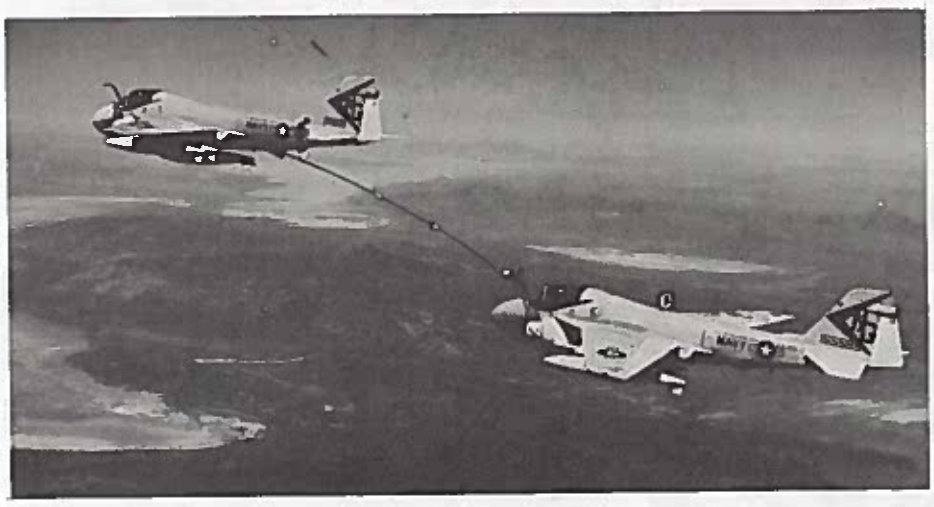
F-14. "The Tomcat's future has never looked brighter, "says F-14 program director Pete Remington.

Grumman built 30 Tomcats for the Navy in 1982, and will deliver 30 more in 1983. The Navy has decided that the F-14 will remain its front-line fighter through the turn of the century.

Right now, Grumman is deeply involved in the F-14 "Bowlegs" program. "Bowlegs" is for the empty parentheses –F-14( ) -- until a letter designation is decided upon for the Tomcat of the 1990s.

Starting next year, Grumman will deliver F-14s with P414A engines -- a more durable configuration of the present TF-30 -- which will increase the Tomcat's operational readiness.

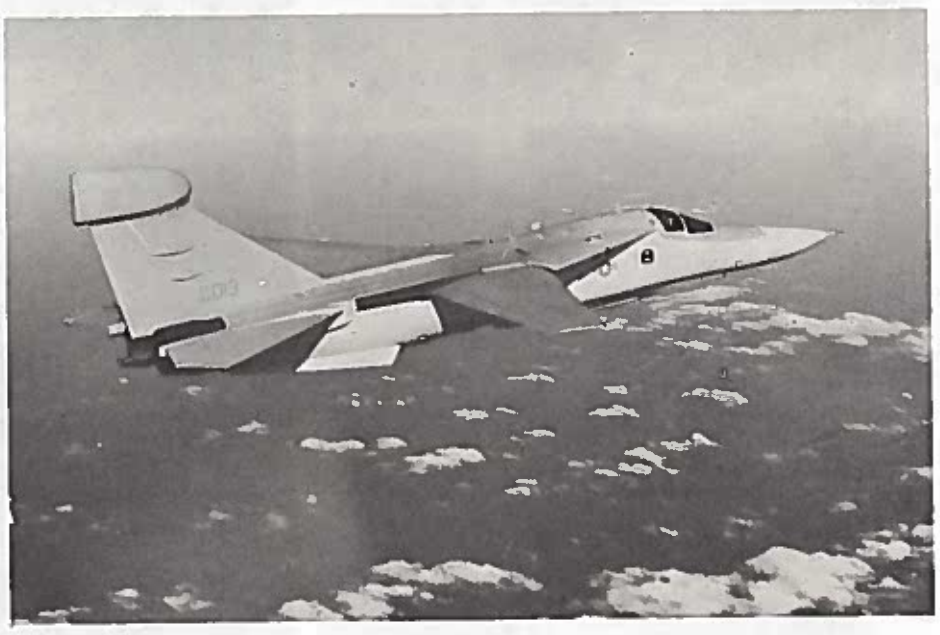
Remington notes that now the Tomcat team is in a particularly good position to meet the challenges of the coming years: "We've got everyone under one roof for the first time, " he says. The F-14 program moved into its newly renovated quarters in Plant 1 last February.



C-2A The C-2A Greyhound, last produced by Grumman in 1968, staged a dramatic comback this year. Under contract to the Navy, Grumman will build 39 C-2A carrier-on-board-delivery aircraft, with first delivery scheduled for January, 1985. Eight aircraft will be delivered each year from 1985 through 1988, and seven in 1989.

The C-2A pact is the first major Navy multi-year procurement contract. "The savings gives the Navy 39 aircraft for the price that would have bought only 35 through annual purchases," says Harvey Fromer, director of the C-2A Reprocurement program.

"We'll begin to cut metal by the beginning of 1983."



EF-111. So far, nine EF-111As have been delivered to Mountain Home Air Force Base in Idaho, where they're being used by the 366 Tactical Air Wing.

There are about 1,250 Grummanites on the program, many of them involved in the actual conversion of the General Dynamics F-111 to the EF-111 configuration through the addition of advanced avionics. Beginning in April 1983, those conversions will be made at the rate of one per month.

Grumman is under contract to deliver 42 EF-111s to the Air Force.

"In 1983, Air Force EF-111A management responsibility will move from Wright-Patterson AFB to the Sacramento Air Logistics Center in Sacramento, California," says EF-111A program director Vern Kramer. Subsequently, Grumman will establish support interfaces at Sacramento, as well as at bases in San Antonio, Texas; Oklahoma City, Oklahoma; and Warner Robins, Georgia.

EA-6B. "The Prowler is sharing in the current emphasis on electronic warfare (EW)," says program director Dan O'Neill. "The EA-6B proved itself a valuable EW tool in Navy tests throughout all of 1982."

The ICAP-2 (for Improved Capability) Prowler earned excellent reviews in Navy test and evaluation trials, as well as in the operational evaluations. The first production ICAP-2 Prowler, the first Grumman aircraft to use the Navy's new standard AYK-14 computer, will be delivered in May 1984. At that date, the Navy will begin returning EXCAP (for Expanded Capability) Prowlers to Grumman for conversion to ICAP-2.

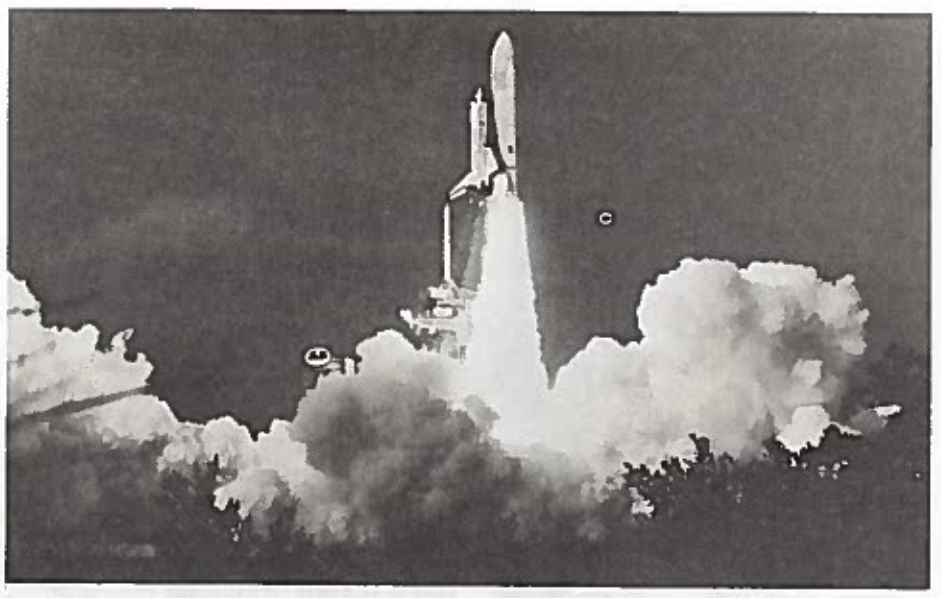
A fifth generation Prowler is already being planned: the ADVCAP, for Advanced Capability.

Grumman expects to build six EA-6Bs a year for the Navy through the 1990s. There are 1,900 people on the program.

E-2C. Ten Hawkeyes were delivered in 1982: six to the U.S. Navy, four to the Japan Air Self Defense Force. In October, Grumman signed on its newest international customer for the E-2C: the Arab Republic of Egypt. Egypt will purchase four aircraft; the first is slated for delivery in late 1985. Other nations interested in acquiring E-2Cs include Australia, Korea, Venezuela, Greece, and France.

The Hawkeye was in the news a lot in 1982, in three separate world events. In operations with the U.S. Customs Service off the coast of Florida, the Hawkeye continued to prove itself a formidable enemy of drug smugglers. In the Middle East, the four Israeli Hawkeyes were successfully used against the Syrian forces. And in the Falkland Islands war, the lack of sophisticated airborne early warning aircraft was a hard lesson for the British.

The 2,000-member E-2C team has "...met or exceeded all goals for 1982," says program director Jim Philbin. The Hawkeye continues to be updated to meet future threats: improved data processing and data management, and extended radar for better detecting and tracking ranges.



Space Programs. In November, Grumman entered the competition for the NASA Shuttle Processing contract as a member of the Lockheed-led team. "NASA is expected to release its request for proposal in mid-to-late January 1983; an award will probably be made in July," says Fred Haise, vice president-Space Programs.

Also in November, NASA astronauts Bruce McCandless and Jerry Ross were at Pl. 14's Large Amplitude Research Simulator lab to practice repairing satellites in space. Grumman is also working on some space station test articles for NASA, such as a payload handling fixture.

Earlier in the year, the Shuttle Columbia carried Grumman's thermal canister into space. The aluminum canister, used to carry out experiments onboard the shuttle, protects delicate instruments inside it from the temperature extremes of space.

Grumman delivered its fourth set of Shuttle wings this year.

At Grumman's Irvine, California, facility, work continues on the BAAM (balloon altitude mosaic sensor) and SMATH (satellite material hardening) programs.

Subcontracts and Commercial Products. All deliveries in 1982 were made on or ahead of schedule. The Boeing 767, carrying Grumman-built wing stubs, went into service this year; the 757, carrying Grumman spoilers, will go into service next month.

Grumman also got good marks from CAMMACORP, in the nacelles and thrust reversers business.

But while the defense world is enjoying a period of sustained growth, Grumman's commercial programs reflect the nation's generally depressed economy. "Although no major new contracts were won in 1982, we are aggressively seeking out new markets," says Tom McGrath, vice president-Subcontracts and Commercial Products.

Grumman is a finalist with a bid to manufacture the main landing gear door and fairings for Lockheed's C-5B transport plane. A decision is expected later this month.

There are approximately 1,200 people in Subcontracts and Commercial Products.

About the cover

Pictured are the major programs at Grumman Aerospace (from L, each line): A-6, KA-6D, C-2; EA-6B, E-2C, EF-111; F-14, Space programs, Subcontracts.

people

Mike Rendina and Viva

Traveling companions

Mike Rendina took a ride on the Long Island Railroad.

So what, you say. Thousands of people do the same thing every day. But this ride was special.

Mike, who works in Plant 3, has been blind since birth. But his blindness hasn't stopped him from doing the things he's always wanted to do. He's been a railroad modeler for years and sacrificed the dining room in his one-bedroom Sayville apartment to an eight foot square "0" scale rail line. Naturally, he's always wanted to ride in the engineer's cab of a real train.

The railroad turned him down at first. But Mike's a determined 26-year-old. "I had to fight a little with the railroad and it took about a month and a half, until they finally agreed to the ride." They took him from Sayville to Jamaica and back again to Sayville.

He still rides the train, but he's back in the passenger cars with his companion, Viva, a golden retriever seeing-eye dog. Larry Chivvis, who works with Mike in Plant 3, picks the two up every morning at the Babylon station and drives them to Grumman. Viva sits at Mike's side every day as he works his job in Engraving. "She's a dog who's eager to please," says Mike.

Even though she's almost 10 and suffers from arthritis, Viva does quite a job for him. Besides helping him navigate the corridors of Plant 3, and the fact that she's a treasured companion, she also helps him meet people.

He'd never travel with a cane, he says. "Who's going to come up to you and admire your cane?"

Appointments

The following Grummanites received new assignments recently.

Engineering — Vinny Devino, engineering specialist, preliminary design for cockpit/crew stations; Cliff Lennon, group head, Architecture and Validation; and John Pastoral, group head, Systems Software.

Aircraft Programs — Bill Birnbaum, A-6F program manager.

Calverton Operations — Frank Filipo, EA-6B Avionics group leader.

Field Operations — Eddie Phillips, site manager, Mountain Home Air Force Base, Idaho.

Integrated Logistics Support — Bob Zimbardi, engineering specialist, ATE Systems.

Great River Operations — Joseph Conlon, group leader, Repair Control.

Topcat

The pilots and weapons systems operators who fly the F-14 Tomcat are tops in their trades. But who among them is the best of the best: the Tomcat Topcat?

Each year Grumman asks the east and west coast fighter wings to nominate their top people for the honor of being named Topcat of the Year. This Grumman-sponsored award goes to the individual who has contributed the most as a pilot, weapon system operator or for work in support of the aircraft. Sixteen men have won the award since 1971.

The winner this year is Cdr. Edward J. Simmons, the Operations Officer of VF-101.

Simmons' work as maintenance and operations officer of fighter squadron VF-41 won the award for him, according to Capt. Frederick Lewis, the commander of Fighter Wing One, which is based at the Oceana Naval Air Station. "The unsurpassed performance of squadron aircrews and maintenance personnel during operational readiness exercises, where VF-41 shattered all previous F-14 sortie/flight hour records, and in the Gulf of Sidra, where VF-41 downed two Libyan aircraft in aerial combat, were largely the results of Ed's intense personal devotion to this squadron and fighter aviation," Lewis says.

Simmons, commissioned in 1968, was also named Fighter Wing One Fighter Pilot of the Year.

Have a great time – but get home safely

Everyone in your department has been talking about it since Thanksgiving: what to do to celebrate the holidays. Parties are being organized, plans are being made, and pubs and restaurants near all Grumman plants will be doing a wonderful business.

Play it safe

Just make sure you get home for the holidays. Last year, more than 50,000 people died in traffic accidents in the United States, and nearly two million more suffered disabling injuries. The National Safety Council estimates that alcohol is a factor in half of all fatal motor vehicle accidents.

If you'll be attending a party after work, keep a few things in mind.

"Drinks-only" parties are dangerous: make sure that food is available, too. Food slows down the rate at which your bloodstream absorbs alcohol — and also tends to slow down your drinking.

Don't push one more drink on someone who wants to stop — and don't drink more than you want to yourself just because someone calls you a spoil-sport. Make sure non-alcoholic beverages are offered.

Alcohol a factor

When organizing your party, think about organizing carpools just for that night. The person in each group who is the designated driver agrees to stay sober for the evening.

If someone has had too much to drink, convince the person to ride home with someone else, or take a taxicab.

obituaries

FRED C. TRUSNOVEC of Plt. 14/26 Inst. Mgmt & Staff, Pl. 6, died Nov. 13 at the age of 59. He had been with the company since 1944 and his address was Box 112, Manorville.

ELVIN E. HARRISON JR., of Prototype, Pl. 2, died Nov. 18 at the age of 60. He had been with the company since 1941 and resided at 38 Mortimer Ave., Babylon.

ROCCO IACOVONE of ILS Commodities Control, Pl. 35, died Nov. 22 at the age of 58. He had been with the company since 1968 and resided at 6923 Eliot Ave., Middle Village.

personals

To all my dear friends and colleagues of the Grumman family, I take this opportunity to send my greetings and give sincere thanks for all your get-well wishes, moral support and prayers at this time of great need. I cannot express the heart warming feelings it gives me and I am deeply grateful. How wonderful it is to be surrounded by so much love and human compassion. Again, my dear friends, many thanks for your support. With so much power behind me, I shall make it back perhaps next year. I wish you all a healthy and happy holiday season. **Curt Abraham**

My family and I wish to express our thanks for the kindness during the recent loss of my mother. **Bill Berkley**

The family of Sanford Altheimer acknowledges with grateful appreciation the kind expression of your sympathy. **The Altheimer Family**

Thomas and Marie Pace and family wish to thank all of our friends for their sympathy and kindness expressed for the loss of our beloved daughter, Regina Marie.

My brothers and I would like to thank all of our friends at Grumman for their support at the loss of my father, Fred Trusnovec. **Jeff Trusnovec**

My family and I wish to express our thanks to all who offered their sympathy during the loss of our mother. **Walter Aims Jr. and Family**

My family and I would like to thank all who offered their kind expressions of sympathy to help ease the pain of the recent loss of my dad. Your kindness will be ever appreciated and never forgotten. **Brian M. Clancy**

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Great River Meetings: every Wednesday, 4-5 p.m. T. Connolly, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759, C. Robb, Ext. 117-7038.

American Production & Inventory Control Society: Tues., Dec. 21, Musicaro's, Melville, 6:30 dinner, 8:15 speaker. Presentation will be Are you a Professional? Guest speaker will be Mr. M. Gozzo of Revere Corporation. Guests welcome. N. Heilweil, Ext. 2250.

C.B.I. Vets Association: Mon., Dec. 20, Recreation bldg., 5 p.m. Business meeting. Guest speaker will be Irving Mednick, N.Y. State Vice Commander C.B.I. Vets Association. New members welcomed. W. Pytlowany, Ext. 3926/R. Fong, Ext. 2484.

Coin Club: Wed., Jan. 12, Pl. 25 vendor conference rooms, 12:05 p.m. Informal lunchtime meeting. Grumman employees welcome. K. Hale, Ext. 1825.

French Club: Tues., Jan. 11, 108 N. Windhorst Dr., Bethpage, 5 p.m. Planning of trip to southern France in Spring '83. Guests welcome. M. Mirpuri, Ext. 3895.

GACE Flying Club: Sat., Dec. 18, Cosmopolitan Aviation at Republic Airport, 8 p.m. Annual Christmas party. Guests welcome. R. Feisch, Ext. 4847.

Grumman Family Campers: Sun., Jan. 9, Recreation bldg., 5 p.m. Guests welcome. B. Ingersoll, Ext. 117-7475/L. DeTurris, Ext. 6855.

Grumman Ski Club: Tues., Dec. 21 and Tues., Jan. 4, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910.

Theater Guild: Tues., Jan. 4, Bethpage Jr. High School, Bethpage, 6 p.m. New members welcome. D. Rosenberg, Ext. 1943.

Sayonara. *During the past two years, 125 Japan Air Self Defense Force members have received E-2C training at Grumman Aerospace in Bethpage. Last month, they ended their stay in the United States and returned to their homeland to get ready for the Hawkeye's first deployment in Japan next year. At their farewell party on November 23, Colonel Ikutoshi Nonomura, engineering evaluation team officer, chatted with Grumman E-2C test pilot Dave Seeman (photo at right). (Photos by Fred Annette)*

JASDF team bids farewell to US friends

Members of the Japan Air Self Defense Force (JASDF) bid farewell to their Grumman and Navy friends last month and returned to their homes in Japan.

During the past two years, 125 JASDF students have been learning the ins and outs of the E-2C Hawkeye at Grumman's Bethpage facilities. Now, back in Japan, they are getting ready for the E-2C's first deployment next year and are passing on their Hawkeye expertise to fellow JASDF members. Japan purchased eight Hawkeyes.

Continued support

"This is not the end but the beginning of teamwork between Grumman and Japan," Grumman Aerospace President George Skurla told attendees at the JASDF farewell party on Tuesday, November 23. "Japan has purchased the best airborne early warning aircraft in the world. Grumman stands behind its products; we look forward to assisting you to operate the Hawkeye in your homeland."

Col. Ikutoshi Nonomura, JASDF engineering evaluation team officer, also spoke of that continued teamwork. "We have always known that Grumman and the U.S. Navy are a good team . . . they work very well together. That team has welcomed JASDF and has been very cooperative. We look forward to continuing that friendship as we get the E-2C Hawkeye ready to fly over Japan."

Strong bonds

Teamwork — and friendship — were popular topics that evening as 300 Grummanites and Japanese students reminisced about the past months. A special bond between Grummanites and Japanese developed not only in the classrooms and cockpits, but also after hours on the softball diamonds, golf courses and tennis courts.

"We were not able to bring our families to the United States, so there were plenty of hours to fill," said Lt. Col. Yoshihiko Iyoda, training liaison officer.

For instance, Col. Iyoda and several fellow officers became certified scuba divers and honorary members of the Grumman Scuba Club. There were fishing trips aboard Grummanites' boats in the Great South Bay, impromptu volleyball matches, and excursions into the Big Apple in search of the best sushi bar in the metropolitan area.

"Grumman is quite different from other U.S. companies that I've known," said Col. Nonomura, who has worked as engineering evaluation team officer at other aerospace firms. "It is a family-oriented company. Many Grumman people have worked here for years; there are many families at Grumman. In many ways, it is like Japanese companies."

Added Col. Iyoda, "Grumman people are very friendly and cooperative. You have made our stay in the United States very special."

"It is both a happy and sad occasion for us," said Col. Nonomura. "We are happy to have successfully completed our evaluation and training programs and look forward to getting the E-2C ready in Japan. But it is sad to leave our Grumman friends. We have a very warm feeling for your country — and especially Grumman people. We have many happy memories of our stay in the U.S. Thank you for making our stay in America so memorable."

Rosegarden: an aerostat adventure

High flying. *Bill Macdonald's aerostat, Rosegarden, is featured on Hallmark greeting cards and Springbook puzzles. (Artist rendering by Mike Gavigan)*

Move over Philias Fogg. Look out Fifth Dimension. You've been asked if you'd like a ride in Bill Macdonald's hot air balloon. Of course, you don't hesitate. You accept whole-heartedly. The skepticism and panic set in later on.

"Do people fall out often?" you ask Bill.

"Usually only once," he replies. "You're not chickening out are you?"

"Oh, no," you murmur. "I just want to run a character check on you before the flight."

Fellow Grummanites at Stuart Operations give a good report on Bill Macdonald: a good natured guy, dry sense of humor, really committed to his job. Bill is the head of the Safety Department at Stuart. What better pilot to ascend into the sky with.

No time to back out

While waiting for Bill and his family to pick you up at your hotel, reservations about hot air ballooning set in. You remember that glass enclosed elevators cause heart palpitations; ferris wheels bring about hives. But there is no time to back out. The Macdonald family pulls up with trailer in tow ready for an early morning ascent.

"Let's figure out the best place to go," says Bill, as he fills up a small helium balloon and lets it fly. "We'll head on over to Port St. Lucie," he tells his wife Mary Jane.

You are relieved. Last night's nightmares about flying over the ocean to the Bermuda Triangle will not come true.

On the way to Port St. Lucie, Bill releases several other helium balloons to test the air current. This guy knows what he is doing. He selects a gridiron of roads in an undeveloped part of town — only a few irrigation ditches and very few electrical poles.

Family affair

Once Bill settles on a location in the barren ranchland, his family moves into high gear. His sons lift the suede and wicker basket out of the trailer, while his wife pulls the huge balloon alongside the deserted road. "Okay, everybody gets into the act," Bill tells you. "You're in charge of holding the fan."

The gas-powered fan vibrates a heck of a lot. It wants to take off, but instead it fills the multi-colored sphere. With a few blasts of the propane burners, the huge envelope is upright — about eight stories high.

Bill's hot air balloon, Rosegarden, is beautiful. You can see why Hallmark cards uses Rosegarden's picture on its greeting cards; Springbok even features Bill's majestic balloon on its puzzle series.

"Well, climb in," Bill shouts.

A few short bursts of hot air from the burners and we are up, up and away. Mary Jane and the boys will be chasing the balloon on the ground. In a few minutes, you don't realize that they are out of shouting distance. You are moving with the wind.

"Look over there," Bill says, pointing to a rain cloud a few miles away. Before long, the drops subside and we get a bird's eye view of a Florida rainbow.

"You don't have to hold on that tight," Bill assures you. Your white knuckles might have given you away. He's right though, there is no elevator effect, no flying sensation. You are moving right along with the wind. You can see how Bill Macdonald fell in love with aerostats.

Raised on Long Island, Bill was an ironworker in the Big Apple, working on Madison Square Garden and the World Trade Center before moving to Montana to work as a construction site manager for Boeing. It was there that he got hooked on hot air balloons. He was a chase crew for the movie, Olly Olly Oxen Free, featuring Kate Hepburn in 1978.

Bill already had a private pilot's license. Before long, he got his aerostat license and bought Rosegarden. "It was different out West," recalls Bill. "There are a lot more balloonists there . . . and more wild animals . . . antelope, coyotes."

Just then, a farmer's dog spots Rosegarden and starts barking. Meanwhile, you've relaxed your grip and Bill announces, "Let's go pick some pine cones."

The hot air balloon silently drops to around 50 feet. "Look out for the pine needles!" shouts Bill, as the wicker basket bumps into the tree tops. You miss a beauty of a pine cone by inches.

A lone telephone pole looms in the near distance. "That's always a problem for balloons," remarks Bill, as the balloon ascends again. "One time, my instructor and I came so close to an electrical wire that his hair stood up."

It's hard to believe that you've been flying for over an hour already. Two ultralight planes start circling around Rosegarden and wave to you. "It's more fun when you have people sharing the skies with you," says Bill.

"Let's go over the landing procedures," he says. "Sometimes the basket will turn over and drag along the ground. It's exciting, a little bumpy but safe," adds Bill. "Just don't get out until I tell you."

He recalls the time he had two 70-year-old women up for their first balloon ride. "They had a super flight, but we had to land away from our chase crew. We had to go on safari through the jungle to get out. They enjoyed their safari adventure more than they did the flight."

The Macdonald chase crew is ready when you land. It's not too bumpy. Mary Jane quickly deflates the balloon; your first ascent in an aerostat is over.

Somehow you know that from now on, whenever you see a hot air balloon, you'll get that same empty feeling Dorothy and Toto had when the Wizard of Oz took off in his balloon — and left them on the ground.

Rosegarden's owner. *Bill Macdonald got hooked on hot air balloons while working in Montana.*

Quarter-century club tops 3,700 as 400 more mark 25 years

What has lots of smiles, plenty of stories, and 10,000 years of memories?

Grummanites — exactly 400 of them this year — marking their 25th year in the company. They celebrated their silver anniversaries at the annual 25-year luncheon, held on Dec. 7 at Colonie Hill.

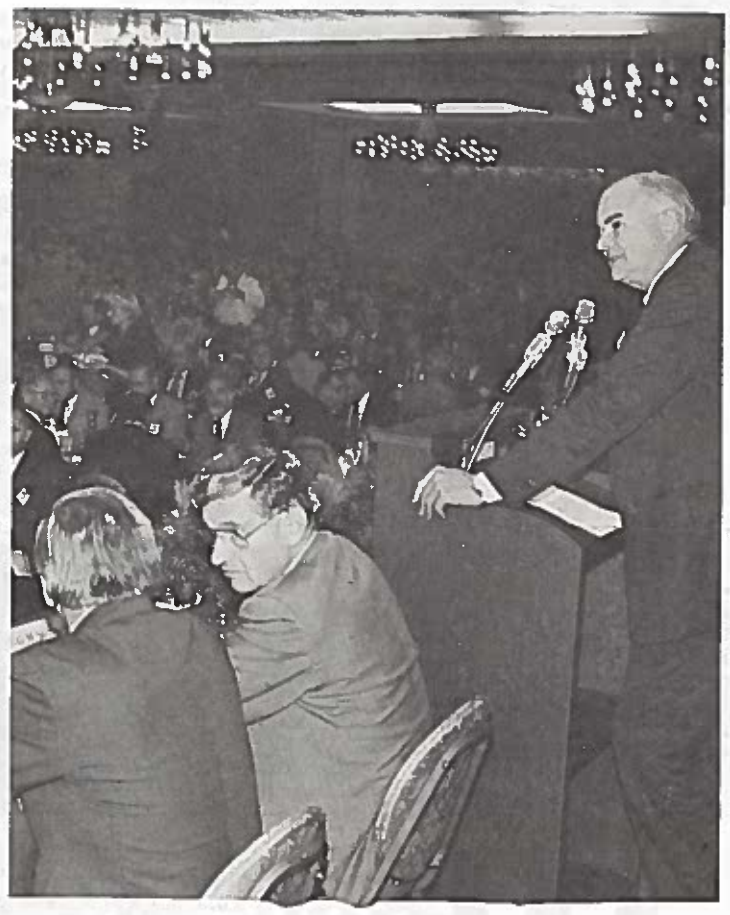
After they received their gold watches and shook hands with Grumman Corporation Chairman Jack Bierwirth and Grumman Aerospace President George Skurla, more than 3,300 current members of the quarter-century club joined them for lunch.

The new members joined the company in 1957 — a year of short hair, long skirts, big cars, and cheap mortgages. It was a year when Tigers, Cougars, Trackers, and Traders were on Grumman assembly lines.

Bierwirth commented on what he thought the next few years would bring. "Because of our contract position and our product spread, the next four or five years could be our greatest years of growth — years that will bring us a dynamic sense of accomplishment," said Bierwirth.

"We have to use these years to make the investment in technology — to build new products and concepts that will take us into the 1990s and beyond.

"That is the responsibility of this crowd," he added. "Making sure that the rest of the people in the company drive for those objectives. We all share a responsibility to the future."



An intimate luncheon for 3,700. *This year's anniversary celebration was the largest in the company's history. After presenting new members with gold watches (top, R), Grumman Corporation Chairman Jack Bierwirth reminded the 25-year club of their shared responsibility to the future. To his left on the dais in photo at right is Grumman Aerospace President George Skurla.*

GRUMMAN plane news

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Clare Byrne Ext. 8999

What do you think?

Ah, the year-end holiday break. Time for a long winter's nap. Weekends filled with football action on the tube. Everyone has a favorite way to spend the holidays. We asked attendees at the 25 year luncheon on Tuesday, December 7, what they'll be doing with their time off.

Sal Diliberto

I'm going to visit my daughter in Kendal, Florida. My daughter went all out and bought a big Norway spruce Christmas tree. While I'm down there I'm going to play golf, swim and do a lot of sun worshipping. I will also be visiting friends from Brooklyn who own a Carvel shop there.

Rosemary Caleca

I spend Christmas eve with my in-laws and as their tradition we open presents that night. On Christmas day I have dinner at my mother's and open presents with my family. I bake gingerbread houses as gifts. I'll be spending the rest of the holidays visiting relatives and relaxing.

Harry Vanderhoven

I'm having a big family reunion. My children are coming from upstate New York, one from Florida and two from out on the Island to celebrate the holidays together. We do this every year and I really look forward to it.

Barney Weber

I started my holiday celebration a little early this year -- I took the whole month of December off. My son is coming in from Chicago, then we'll be going back with him for New Year's.

service milestones

35

Nelson C. Handshaw, Ind. Eng-Crewload (1)
George A. Fowler, Honeycomb Final (3)
Elbert S. Matthews Jr., Assy. Methods & Plnng. (6)
Frederick W. Wright Jr., Trans-Equip. Maint. (20)
Harry A. Vest, Est. Resources (43)
Joseph T. Montello, Invent. Mgt. (44)
Edward R. Yurkerwich, Aircraft Avionic Sys. (279)

30

James P. O'Grady, Air Frame Sys. (1)
John Rock, Router & Shear (2)
Gerald T. Murphy, Assemblies (3)
Loretta K. Gagne, Personnel Relations (28)
William L. Jankowski, Matl. Cont. Plt. Represent. (30)
George W. Bauer, Mfg. Eng. (66)

25

Robert F. Joyce, Personnel & Admin. Sys. (28)
Alexander T. DeDora, Prod. Cntl-Parts Cntrl. (30)
John R. Stafford Jr., Supp. Sys. (289)

20

Antonio R. Giordano, Elect. Fab. (1)
Harry E. Verity, Router & Shear (2)
Robert H. Boudreau, Hydraulics (2)
Raymond J. Droll, Propulsion Test (2)
Larry Obracanik, Prod. Cntl-Parts Cntrl. (2)
Paul G. Nilsson, Welding Group (2)
George R. Gagnon, Forming Heat Treat & CM (2)
Martin E. Dahlem, Maint-Rearrangement (2)
Robert J. Garveson Jr., Convent. Machs. (3)
Harold B. Cook, Details (3)
John G. White, Mach. Ops. Business Office (3)
Robert R. Gunter, Electronic Test (4)
Lamar J. Cress, Prod. Superv. (4)
Raymond D. Muller, Q.C. Insp-Mech. (4)
George W. Haarstick, Avionics Test (5)
Melvin Schecker, ILS Mech. Equip. Eng. (5)
Theodore H. Schwartzman, ILS Sys. Concepts (5)
Joseph A. Baumgartner Jr., Computer Aided Struct. An. (5)
Richard F. Brophy, Ops. Anal. (5)
Alvin Gartenberg, Sys. Dev. & Integ. Proj. Mgt. (5)
Philip W. Hodge, Market Plnng. & Research (5)
Rhett M. Inniss, Marketing (5)
John E. Morrissey Jr., Config. Data Mgmt. (5)
Ray Beadle Jr., Business Mgmt & Anal. (5)
Alphonse C. Pesce, Maint-Facil. Equip. & Gen. (6)
Robert A Irwin, Elec. Install. (6)
James S. Knipe, Support (6)
William A. Polaskey, Stockroom (6)
Herman J. Hugo, Simu. Devel & Eval. (7)
Authur J. Baldwin, Flt. Avionics (7)
William R. Everett, Flt. Dev. Ops. (7)
Otto D. Wood Jr., Flt. Dev. Ops. (7)
Thomas A. Conway, Prod. M/S (7)
James E. Walsh, Flt. Ops. Insp. (7)
James C. Norton, Flt. Ops. Insp. (7)
Paul J. Morelli, Adv. Plnng. (9)
Hans J. Borstell, Adv. Matl. & Process Dev. (12)
Jakob Schwarz, Radar (14)
Morgan J. O'Brien, Pl. Protection (18)
Abraham Rubenstein, ILS Sys. Concepts (25)
Lawrence H. Borts, Sys. Des. (25)
Peter J. Bianchini Jr., Radar (25)
Jacque B. Frischman, Computer Des. (25)
John D. Michaelsen, Prog. Eng. Managers M/S (25)
Paul K. Suh, Nuclear & Astro. (26)
Gerard Koopman, Subsystems (30)
William J. McLaughlin, Prog. Matl. Mgmt. (30)
John E. Elbe, Supplier Cntrl. (30)
George J. Harrington, ILS Ops. Supp. (35)
Fred Austin, Dynamics (35)
Thomas D. O'Hara, Computer Arch. (35)
John R. Cheek, ILS Equip. Des. Eng. (40)
Guido Romano, Tech. Reqts. (40)
John S. Starmack, Specifications (40)
Lewis Burns, Sys. Dev. & Integ. Proj. Mgt. (40)
Ronald R. Bury, Ops. M/S (43)
Joseph L. Conlon, Avionics Purch. (44)
Gaetano S. Cuce, Invent. Mgt. (44)
Joseph Hults, ILS Commod. Cntrl. (47)
Russell E. Bradford, Boeing Final Assy. (77)
John D. Caffrey, Site Mgt. (88)
Thomas J. Calisto, Aircraft Avionic Sys. (257)
Jean R. Weekes, Field Admin. & Liaison (294)
Peter Coniglio, Houston (52)

15

R. Joyce

A. De Dora

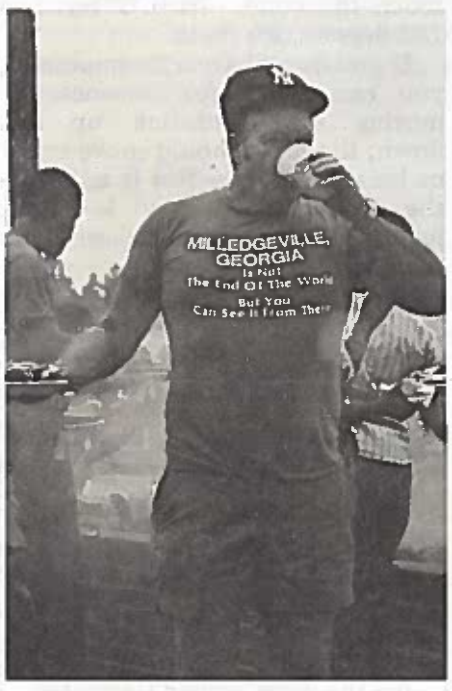
Robert B. Coyle, Sub-Assy. Major (1)
John P. Proscia, Fuse FWD Sub & Major (1)
Norman Trigg, ILS Digital TPS Eng. (1)
James R. Burke, ILS Resource Cntrl. (1)
Richard E. Bergman, ILS Sub-Sys. Eng. (1)
Alfred F. Garbarino Jr., ILS Auto Circuit Anal. (1)
Stephen J. Failer, ILS Equip. Des. Eng. (1)
George W. Biscoe, Elec. Countermeasure (1)
William E. Mazon, Router & Shear (2)
Marion Bradford, Router & Shear (2)
Johh Schuljan, Hull Assy. (2)
Russell G. Pinkney, Prod. Plnng. (2)
Frank S. Riccobene, Equip. & Supply (2)
Frank Fazio, Center Sect-Fin. (3)
Katherine J. Matthews, Mach. Op-Tech. Serv. (3)
Bruno F. Forsell, Corp. Instr. Flt. Data (4)
Let W. Jung, Instr. Test (5)
Francis X. Ruzicka, Model Shop (5)
John A. Buche, ILS Eng. Mgmt. (5)
James J. Wilder, Ops. Anal. (5)
Omar F. Dreyer, Proposal Ops. (5)
Gary Woghin, Corp. Plnng. Cntrl & Budg. (5)
Gerard R. DiLeone, Structures (6)
Donald H. Schulte, Matl. Ops. (6)
Bernard J. Minogue, Prog. Coord. (6)
Richard W. DeCanio, Simu. Devel & Eval. (7)
Robert S. Coates, Aircraft Prog. (7)
Robert F. Fash, FTT Performance & Propul (7)
Richard J. Kraus, Flt. Dev. Ops (7)
William R. Pharaoh, Flt. Dev. Ops. (7)
Albert W. Lees, Avionics Dev. (7)
John L. Lindsay, Matl. Ops. (7)
John L. Start, Comm. Prog. Matl. Mgmt. (9)
Albert G. Schleimer, Maint-Rearrangement (12)
William Vanderberg, Electronic Test (14)
Jack H. Brown, ILS Equip. Des. Eng. (14)
Paul Coronato, ILS Tech. Writ. (15)
Vincent A. Tricamo, ILS RF/Servo/Elec TPS Eng. (25)
Chester L. Chinn, ILS RF/Servo/Elec TPS Eng. (25)
Rheinhold K. Szeglin, ILS RF/Servo/Elec TPS Eng. (25)
Seening Yee, ILS Equip. Des. Eng. (25)
Paul J. Coco, Prog. Manage E-2 (25)
Gary A. Pepitone, Reqts. Plnng. (30)
John P. Charbonneau, Tech. Reqts. (30)
Eric G. Bunzel, Process Eng. (30)
Nancy L. Rainford, Contract Revenue (30)
Herbert E. Ross, Cont. Cost Anal. (30)
Daniel J. O'Donnell, ILS RF/Servo/Elec. TPS Eng. (31)
Edward J. Gibbons, ILS Site Rqmts. (31)
Andrew M. Geis Jr., ILS Admin. (35)
Louis R. DellaSalle, Avionics Des. M/S (35)
Joseph H. Hawk, Instruct/Anal. (39)
Richard F. Passarella, Fin. Cntrl. Prog. (40)
Jack Asbel, ILS RF/Servo/Elec TPS Eng. (40)
Walter A. Geery, ILS Ops. Supp. (40)
Harvey G. Winnes, ILS Sub-Syst. Eng. (40)
Harold W. Lindwall, ILS Auto Test Equip. Eng. (40)
Theodore G. Leutritz, Tech. Reqts. (40)
Margaret C. Taxter, Office Mgmt. (40)
Alexander T. Abruzzo, Prog. Contracts (40)
Frank R. Sleszynski, Avionics Sys. Test-Temp. (43)
Salvatore P. Attanasio, Rec. G Insp. Plnng. (44)
Charles W. Jung, ILS Train, Sys. Eng. (47)
Caren C. Sanders, Finance (66)
Garnard A. Miller, Stuart Tool Eng. (77)
Willie J. Macklin, Log. Servs. (275)
Angelo A. Giordano, Subcontractor Surveil. (287)
Gene M. Patrick, Supp. Sys. (503)

The sky may be the limit for the aircraft we build. But for cars on the ground around Grumman it's 25. Observe the speed limit for everyone's safety.

It's never too late for a picnic

Long Islanders have already gotten out the snow shovels — but it's not wintertime for *all* Grummanites. Some of them are still enjoying picnics.

In photos at top and right, Calfornia Grummanites from the Pt. Mugu and West Coast offices got together for a day of food and fun. In lower photos, the folks in Milledgeville, Georgia, had their picnic Southern style.



personals

My family and I would like to thank everyone for their expressions of sympathy during the recent loss of my mother. John Mayoka

Thank you sincerely for your thoughtful kindness at a time when it was deeply appreciated. My family and I want to express our appreciation to our friends for the flowers and cards during the recent loss of my son. Joseph Cudia and Family

My family and I wish to express our appreciation to our Grumman friends for their flowers, cards and expressions of sympathy during the recent loss of my father. Joe Caldwell

My family and I would like to thank everyone for their expressions of sympathy during the recent loss of my wife, Betty. Bob Bonn

My family and I would like to extend our sincere thanks to all of those who offered their sympathy during the loss of our daughter, Laura Buckley. Joan DelGaudio and Family

We would sincerely like to thank everyone for their kind support, sympathy and understanding following the recent loss of my mother. Steve Lovizio and Family

Gene Titus

A sonic alert

Think you hear something strange? Does something about that airplane seem amiss to you? Don't keep it to yourself, urges Chief Test Pilot Chuck Sewell.

Alert observers can help pinpoint potential problems, he reports.

Gene Titus of Plant 7 was watching an F-14 take off; he heard an unusual engine rumble and promptly reported it. Neither crewmember heard the noise. Because of Gene's report, Engineering was asked to evaluate the engine operation following the flight. That evaluation turned up a problem with the afterburner fuel control.

"During my aviation career, I have known of people who thought they heard or observed something unusual during airplane operations, but failed to pass the information on to the proper authority," says Sewell. "They were afraid that they were wrong, or that they'd be blamed for curtailing or cancelling a flight.

"Nothing could be further from the truth! Observations of unusual phenomena are encouraged," he says. "Flight safety is everyone's business."

If something looks or sounds wrong to you, contact Flight Operations immediately. In Calverton, call Ext. 7028; in Bethpage, Ext. 2661.

Grummanites increase United Way donations

The final tallies are in for this year's United Way campaign. Grummanites throughout the corporation contributed $793,150 to United Way this year — an increase of $63,552 over the 1981 donations.

Though there was a slight dip of 1.5 percent in the percentage of people contributing, the per capita index grew by $1.89 to a new high of $38.75.

Once again, Grumman Aerospace people led the United Way drive by pledging $705,542. They gave $657,339 in 1981. Over 93 percent of the workforce participated in this year's drive.

More givers

Over 82 percent of Grumman Corporation men and women were participants, contributing $19,084. In Data Systems, 95 percent gave the United Way with donations totaling $60,096; International had 100 percent participation with donations of over $3,000; and Allied Industries gave $4,800 with 96.5 percent of its workforce donating.

Off Long Island, Grumman Aerospace people continued to generously support their local United Way agencies. Field Operations led the contributions with $28,033; Stuart Operations, $26,555; and Milledgeville Operations, $20,038.

Winners in the final drawing were:

Grumman 4.4 utility boat — Chesley Greening (1). **$1,000 shopping spree** — John Ziegler (30).

Grumman canoe and sail rig — Richard Doyen (15).

$500 shopping spree — Frank Rizzo III (265); Thomas Pantano (111).

Color TV — Donald Canale (30); Charles Saltz (35); Justin Bridendolph (77); Alice Quick (43).

$250 shopping spree — Lillian Beckhans (280); Frederick Kaufman Jr. (5); Ronald Sup (3); Richard Romaneck (5).

Microwave oven — Dorothy Bass (46); Dennis Maroldo (2).

Gas barbeque grill — Salvatore Fico (3); Angel Aria (35); Ernest Constantine (45); Marie Batz (111).

Stereo system — Evelyn Hill (111); Roy Hensley (2); Bunny Scott (66); Patrick Shoemaker (1).

Bicycle — Robert Czachor (6); Grace Gelardo (77); Warren Soper (14); Joe Bailey Sr. (66).

Indoor/outdoor TV — Michael Smith (7); Marylynne O'Hara (14); Henry Beck (2); Robert Weiss (5); Sarah Brown (111); Michael Losquadro (3).

Disc camera — Philip Ragozzino (3); John Crayne (25); Francis McNally (6); David Cullinan (77); Robert Bellando (2); Robert Kane (44).

Instamatic camera — Jesse Lambert (56); Daniel Celenski (242); Gerald Rowles Jr. (15); Douglas Tikkanen (7).

Pocket calculator — Bruno Sidor Jr. (40); John Barnes (40); Charles Benjamin (5); Anthony Palmerini (10).

Clock radio — Edward Klocko (294); W. Simon (Olsen); James Reed (35); Daniel Griffiths (5).

Winners of the generous giver drawing were:

Grumman canoe and sail rig — Joseph Prochaska (2).

Color TV — Gerard Kreussling (7); S. Hope (Olsen).

Stereo system — Alfred Albanese (44).

Improvement prizes

Winners in the improvement drawing were:

Video cassette recorder — Joan Manahan (43). **$500 shopping spree** — Patrick Francis Jr. (43).

Color TV — Alan Andrus (41); Kenneth Stevenson (9); Lauren Lohse (21); Jeremiah Becher (2); Rudolph Novissimo (6).

$250 shopping spree — Frank Sposato (242); Joseph Buscemi (15); Michael Mastrogiacomo (6); Francis Nolan (35).

Microwave oven — Walter Vogelsberg (35); Joseph Montillo (6); Emil Benes (2); Raymond van Etten (6).

100 gallons of gasoline — E. Kitchen (Olson); Daniel Jones (47); Patricia Mehl (44); Clinton Duplessis (6).

Stereo system — Frances Crosthwaite (30).

Bicycle — Joseph Bevilacqua (43); Timothy Sweezey (2); Antonio deMarzo (2); Kurt Youngberg (6).

Indoor/outdoor TV — Frederick Roemer (2); David Hutchison (2); John Ketcham Jr. (5); Irene Claus (241); Richard Kosmieder (6).

Disc camera — Stephen Warkentine (15); Filomena Rainone (2).

Pocket calculator — Sandra Ritz (46); Joseph Baumgartner Jr. (5); Richard Pascucci (44); William Bertram (5).

Am/fm clock radio - John Yeatman Jr. (6); Joseph McCarthy Jr. (5); Albert Schuckle (43); Maureen Moffett (6).

letters

I would like to thank everyone for their cards and letters at the time of the death of my husband, Leroy Grumman. Your expressions of sympathy were deeply appreciated.

Sincerely,
Rose M. Grumman

The article on Driving While Intoxicated (DWI) in the November 12 Plane News was informative. However, I would like to draw your attention to a couple of facts that were not addressed.

In addition to the DWAI (driving while ability impaired) penalties for a first offender, there are lawyer fees and insurance premiums increasing from 150 percent to over 300 percent of what you are presently paying. This increase must be carried almost four years.

(name withheld)

Turkey tradition. *Grumman turkeys will be distributed Thursday, December 23. Above, Grummanites in 1944 pick up their turkeys; today's birds are frozen.*

Tips for a tasty turkey

For decades now, Grumman families have been gobbling up good old Grumman turkeys at the holidays. Here are a few tips on how to cook your bird.

Make sure you allow a full 24 hours for defrosting at room temperature or three days in the refrigerator. *Don't take the bird out of the plastic bag during the defrosting because oxidation will cause the skin to turn brown.*

Allow about 15 minutes per pound at 325 degrees when roasting uncovered without stuffing, and 20 minutes per pound for an uncovered turkey with stuffing. If you are roasting it in a covered pan, reduce the cooking time by 25 to 30 percent.

Don't pack grandma's stuffing in tightly; stuff it loosely to allow for expansion. Don't try to save time by stuffing it the night before — that permits dangerous growth of bacteria. Stuff the turkey right before it's popped in the oven.

The surest way to cook your turkey properly is to use a meat thermometer. Place it in the center of the thigh muscle but don't let it touch the bone. When it registers 185 degrees, it's done.

If you don't have a thermometer, you can check for doneness by moving the drumstick up and down; the joint should move easily or break. Another test is to pierce the skin at the second leg joint; juices should run clear with no trace of red or pink.

Unit values

Investment Plan
Unit Values
as of
October 31, 1982

Equity Fund. . . . . . $1.934 (up from $1.714)
Fixed Income Fund. . . . $3.216 (up from $3.035)
Guaranteed Income Fund. . . $1.517 (up from $1.503)
Company Stock Fund. . . . $41.313 (up from $39.75)

(September 30, 1982 values are in parenthesis)

Bacon and birds

Paychecks that would ordinarily be given out on December 23 and December 30 will be distributed on Wednesday, December 22. These paychecks consist of the earnings for the week ending December 17 and a 40-hour straight-time advance for the week ending December 25. Weekly-paid Grummanites will receive two checks that day; bi-weekly employees will receive one check.

Any Grummanite who works overtime during the week ending December 24 can pick up a check adjusting the year-end advance payment at Guard Headquarters on Thursday, December 30. No adjustment checks will be directly deposited in the Bethpage Federal Credit Union. Checks will be issued by badge identification only. After December 30, no checks will be available until the following week on January 6.

So much for the bacon. Turkey tickets will be distributed separately on Thursday, December 23.

Happy Holidays.

scorecard

Polished work. *John Nussberger cut 132 separate pieces of wood to make this table. His work paid off: he won the Best of Show prize in the 1982 Milledgeville Hobby and Craft Show.*

Only a hobby

John Nussberger is Milledgeville's number one hobbyist. Nussberger, a plastics pattern maker in Plant 66, took first and second place in the woodworking category and the Best of Show prize in the November 12 Hobby and Craft show held at the Georgia facility.

This is only the second Hobby and Craft Show held in Milledgeville. The thirteen hobby categories drew 57 entries. Macrame drew the most entries this year; there was also a special category for Christmas ornaments.

But the grandest bauble of all, the $100 bond for Best of Show, was taken home by Nussberger. He was once a cabinetmaker and he put those woodworking skills together to create a cocktail table. "I went through about five designs before I made it," he says. What makes this table special, and difficult to build, is that 132 pieces are made from ten types of wood. The table is part of a matching set, including speaker stands and a clock.

Nussberger also took second prize in woodworking with a chessboard.

Here, listed from first to third place in each category, are the winners in this year's show: **Collections** — Jim Scott; **Crocheting** — Betty Roberts, Caren Sanders and Barbara Wilson; **Embroidery** — Kay Traxler, Karen Hagland and Susan Jones; **Needlepoint** — Caren Sanders; **Macrame/Decorations** — Bobette Johnson (first and second) and Kay Traxler; **Macrame/Purses** — Bobette Johnson (first and second) and Betty Roberts; **Macrame/Hangers** — Bobette Johnson (first and third) and Pat Lewis; **Hooked Rugs** — Alma Corbett (first and third) and Betty Roberts; **Sewing** — Caren Sanders and Betty Roberts (second and third); **Quilting** — Beverly Beasely (first and third) and Betty Roberts; **Christmas Decorations** — Betty Roberts, Kay Traxler and Alma Corbett; **Model Planes** — Brady Green (first and third) and John Noack; **Woodwork** — John Nussberger (first and second) and Galen Sexton; **Ceramics** — Florella Crouch (first and second); **General** — Martti Abrahamson, Alma Corbett and Beverly Beasley.

Great sights

The Grumman Varsity .22 pistol team has pushed its unbeaten mark to 5-0 with wins over the Rockville Centre Employees team and the Franklin Square Gun Club.

Against Franklin Square the team fired a 1093. The top four shooters were Dave Rice (285), Tony Scesny (281), Nick Evangelides (268) and Ron Trenkner (259).

Nearly the same foursome that knocked off the Franklin Square team beat Rockville Centre. Tony Scesny (280), led the team as it broke the magic 1100 mark. Whitey Northridge had a 275, Nick Evangelides posted a 273 and Ron Trenkner a 274 in the 1102-1037 victory.

Those of you who might be interested in joining one of the five pistol teams but don't think you're good enough, might like to know how the matches are run. Every team member who goes to a match shoots. Only the four highest scores fired count for the team's total.

Runners

Four Grummanites travelled to Washington D.C. recently to run in the Marine Corps Marathon. Results of this marathon are: John Erickson, 2:42; Mike Polansky, 3:48; Al End, 4:03; and Frank Bonnito, 4:30.

In the cards

The first ever Grumman Recreation Bid Whist Tournament was won by Jim Badge and Margaret Johnson. They beat Joe and Liz Darty in the final of this double elimination tournament, after Joe and Liz had knocked them into the loser's bracket.

Fourteen pairs of players participated in this card tournament.

Icing call

The Grumman Hockey Club is looking for players. If you like to play ice hockey for fun, contact Barry Van Zandt, Ext. 2392.

Last serve

Jean Stewart took this year's Women's "A" Division singles championship in the annual Grumman tennis club tournament. Ann Wicks finished in second place.

In the men's tournaments, John Scannello beat Jim McCumber for the "A" Division title while John Cofman topped Steve Post to take home the "B" trophy.

Post holiday holidays

On January 8, Grumman Recreation has a one-day trip scheduled to the Culinary Institute. During this excursion you'll tour the Brotherhood Winery, as well as sample culinary delights created by the great chefs of tomorrow.

The price is $35 per person. Call Recreation, Ext. 2133, to make reservations or for additional information.

But if you're looking to get away from the house and kids for a few days, try the Mardi Gras. You'll leave by bus from Bethpage on February 10. Between New York and New Orleans you'll tour Atlanta, take a Mississippi riverboat cruise, visit Callaway Gardens and the Air and Space Museum in Washington, D.C. You'll return on February 20.

Prices are $615 (double occupancy), $822 (single) and $572 (triple).

God rest ye, merry Purchasers. *The Purchasing Choraliers are holding their second annual Coffee-Break Christmas Concert on Tuesday, December 21 at 10 a.m. on the first floor of Plant 30. Don't miss it: the 21 members have been practicing faithfully since Halloween.*

Art and photo exhibit draws the best

What do a flock of hens, a gorilla and a horse have in common? They were all important parts of the Best of Show ribbon winners in the annual Recreation Art and Photo show.

Over 80 prizes were awarded on November 12 to the best photos, paintings, drawings and sculptures produced by Grummanites. Dan Knowles, vice president, Personnel and Administration, gave out the awards at the show, which drew over 400 entries this year.

"I've come to these shows for many years," he told the winners, "and each time I am amazed at the amount of talent we have in the company."

One of the talents to be recognized was Lydia Bargiuk of Headquarters. Lydia made a pastel drawing of three old men selling hens, based on a photograph she had taken on vacation in Fez, Morocco.

"I paint in oils occasionally," she says, "but basically I prefer the effects you can get with pastels.

Picture of a winner. *Mario DiMartini (L), the 1982 Art and Photo Show Best of Show winner in the Photography-Prints category, is congratulated by Dan Knowles, vice president, Personnel and Administration. DiMartini took five prizes in all.*

Camera, too

The Best of Show winners in photography were Gerry Kraus, in slides, and Mario DiMartini, in prints.

Mario, who works in Great River, won a prize with a little help from a cooperative horse. "I was actually shooting an old barn in Northern Pennsylvania," he says. "The horse stepped into the picture from behind, almost as if on cue. I couldn't have asked for better timing."

The winning black and white slide is just the latest in a series for Mario: he's walked away with at least one first prize in the last six shows.

Gerry Kraus of Grumman Data Systems, another regular winner, won his best of show prize for a color slide of a gorilla, taken at the San Diego Zoo.

Gerry took home a total of six prizes.

Flock of winners

And what about all the other prizes awarded? They went to these folks (in order of finish from first): *Oils, Plastics, Acrylics — Landscapes, Seascapes:* Frank Baldi, Anthony Maldon, Vincent Skittone; *Still Life — Miscellaneous:* Frank Baldi, Albert Hanson, Anthony Maldon; *Figure — Portrait;* Brenden Berger, Robert Daly, Mary Placa; *Watercolor:* Henry Dircks, Joe Gurney and Anthony Maldon; *Pastels:* Lydia Bargiuk, Joe Gurney and Vincent Skittone; *Black and White, Graphics, etc.:* Henry Dircks, Susan Bennet and Thomas Minder; *Sculpture:* Frank Trimboli, Dave Rappaport, and Jim Russo; *Non-objective — any medium:* Thomas Minder, Ron Schinn and Herman Rigby; *Special Retiree Award:* Frank Baldi.

Photography: Black and White prints — Pictorial: Mario DiMartini, Hal Wicker and William Oelcher; *Nature:* Mario DiMartini, Gerry Kraus and Jean Pailet; *Still Life and Abstracts:* Gerry Kraus; *Portraiture:* Hal Wicker, Marion DiMartini and Gerry Kraus; *Human Interest:* Mario DiMartini, Hal Wicker and Ron Cerank; *Close-up/Macrophotography:* Gerry Kraus.

Color Prints — Pictorial: Peter Zazzi, William Oelcher and Les Faust; *Nature:* Don Ryan, Peter Zazzi and Arthur Haupt; *Still Life and Abstracts:* Cy Dotz, Peter Zazzi and William Oelcher; *Portraiture:* Fred Nichols, Albert Goudis and David Carrasco; *Human Interest:* Dick Barton, Roy Kudrzycki and Andy Christensen; *Close-up/Macrophotography:* Sheldon Schwartz, John Maynard and Fred Nichols.

Color Slides — Pictorial: Tony Germano, Clifford Franklin and David Barry; Nature: Tony Germano, Shelly Schwartz and Charles Falco; *Still Life and Abstracts:* George Hempel, Tony Germano and Charles Falco; *Portraiture:* Tony Germano, David Barry and George Hempel; *Human Interest:* Tony Germano, David Barry and Edward Murphy; *Close-up/Macrophotography:* Gerry Kraus, Geroge Hempel and Shelly Schwartz; *Snapshots:* Carol Copeland, Michael Maglione and Art Bittner.

Insurance note

Health insurance for dependent children who reach 19 before the end of January 1983 expires February 1 — unless the children are full-time students. Coverage for full-time students expires the February 1st following their 24th birthday.

Once this coverage expires, the Insurance department can arrange for continued coverage through one of several individual health insurance plans. Written application for conversion policies must be made to the Travelers Insurance Company within 31 days of the termination date. Such health insurance is available on a direct payment basis with Travelers. Call Ext. 3146 for rate information and applications.

Parents with children who are incapable of self-support because of mental or physical handicap should call Ext. 6292 for information about continued health insurance under the Grumman group insurance plan.

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